



**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal

CAMBOURNE TO CAMBRIDGE

Better Bus Journeys: Phase One



Have your say on

- Improved, faster and more reliable bus services between a new Park & Ride site and Cambridge
- Two options for a new Park & Ride site to the west of Cambridge
- New or improved cycling and walking facilities



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If you would like a copy of this leaflet in large print, Braille, audio tape or in another language please call 01223 699906.

Hello,

Thank you for taking the time to read our consultation brochure. The Cambourne to Cambridge: Better Bus Journeys scheme aims to deliver fast and reliable bus services, serviced by a new Park and Ride site, together with high quality cycling and walking facilities, for people travelling between Cambridge and the towns and villages to the west of the city.

We need your views so that we can create the best scheme for the area's needs, both now and in the future.

The Greater Cambridge Partnership (GCP) is the local council, business and academic partnership responsible for delivering a 'city deal'. This Government funded investment in Cambridge and South Cambridgeshire will help our local economy grow sustainably over the coming years. Through investment in key services and transport infrastructure, our partnership will deliver new homes and jobs and connect people to places of employment.

As one of the UK's fastest growing areas, we are proud of our economic success but, as a result, our roads must cope with more and more traffic. As Greater Cambridge continues to prosper this will become worse, placing greater pressure on our congested highways, affecting our businesses, residents and many people who travel in and around the area. If we don't act now, by 2031, time spent in traffic jams could double, and the quality of air we breathe deteriorate. To address this, the Greater Cambridge Partnership wants to deliver new infrastructure which offers a real alternative to driving.

Since consulting with you in 2015 and carefully considering your comments, the options have been narrowed to look at two possible on-road bus routes and one off-road bus route as well as two possible Park & Ride sites. All routes have high quality walking and cycling facilities, where possible.

Whether you live, work, study or travel in or through the area, we are keen to hear your views. You can find out more about the project here, online or at a local event. There is a free postal questionnaire at the back of this brochure, alternatively you can respond online at www.greatercambridge.org.uk/C2C.

Please help us work together to grow and share prosperity and improve quality of life, now and in the future.

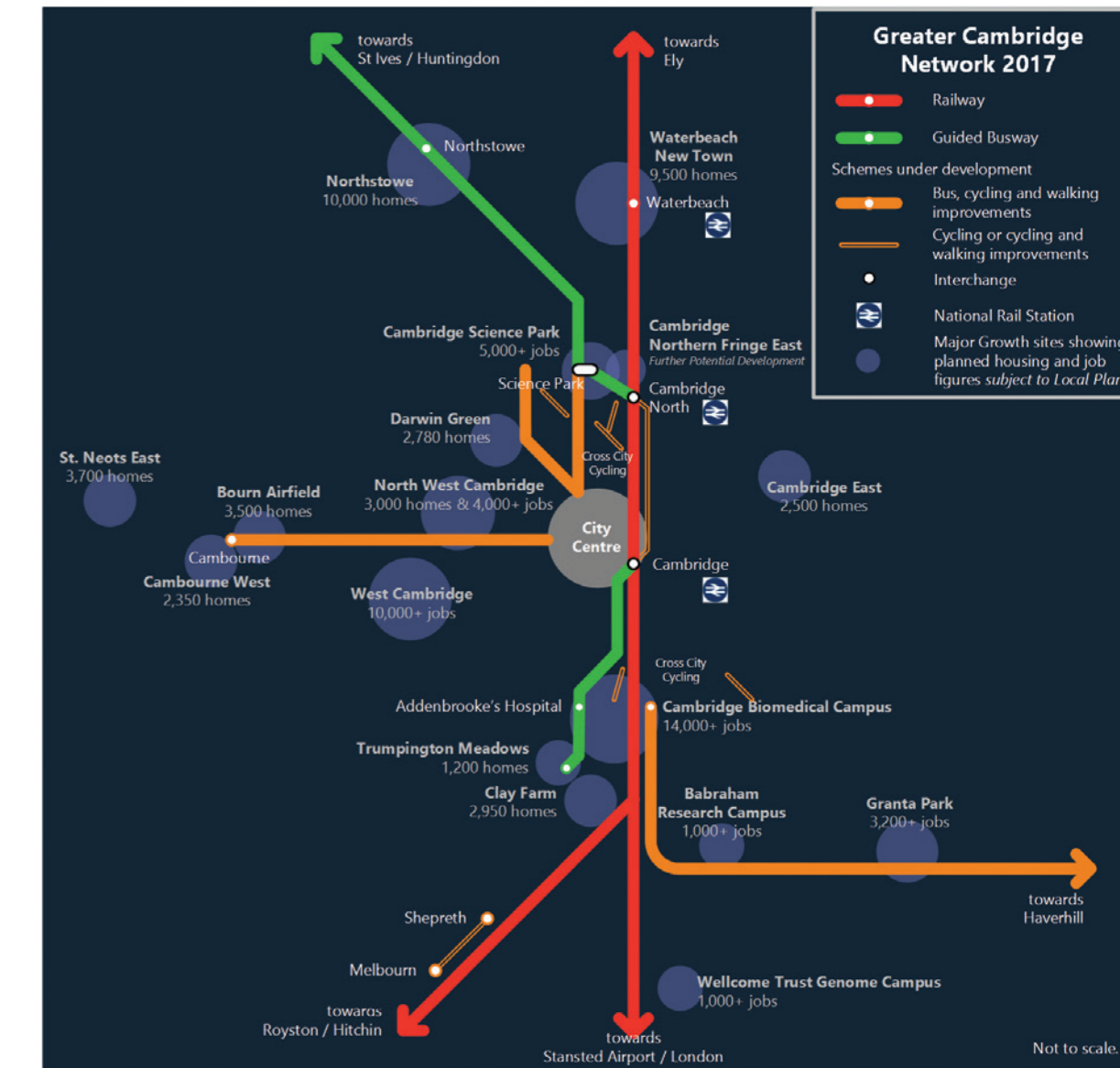
Thank you for your time.

Cllr Francis Burkitt
Chair of the Greater Cambridge Partnership Executive Board

THE TRANSPORT NETWORK

A range of GCP schemes are underway to contribute to the development of a better, greener transport network for our busy city region.

This high level map shows how our current projects (in 2017) connect with the existing public transport network, to help it grow and evolve. The scheme detailed in this leaflet is for transport improvements to the west of the city, shown in orange on the left of the diagram.



More detail about projects connected to the Cambourne to Cambridge proposals can be found on pages 20 & 21 of this booklet and online at www.greatercambridge.org.uk

CAMBOURNE TO CAMBRIDGE PROPOSALS

We have identified three different route options which could help deliver faster, more reliable and high quality bus services for journeys between Cambourne and Cambridge.

These routes, from a new Park & Ride site, are named Routes A, B and C. Routes A and B are on-road, in addition to car lanes along the A1303 (Madingley Road). Route C is off-road and there are several possible variations for Route C.

We are also suggesting two possible locations for a new Park & Ride site. A new site will help reduce the number of vehicles travelling on the A428/A1303.

In addition, depending on the chosen option, the route will also include new or improved facilities for pedestrians, cyclists and equestrians.

Your feedback will help with further option development and to allow the Executive Board, in 2018, to arrive at a preferred option to take forward. Only one route will be taken

forward following consultation. If Route C were chosen, only one of the sub routes would be developed.

This project aims to:

- Contribute to a public transport network which delivers a 'step change' in reliability, connectivity, frequency and quality, to support greater use of public transport, walking and cycling into and around Cambridge and the surrounding district
- Facilitate sustainable development, particularly at key strategic economic and housing sites
- Address air quality by providing attractive alternatives to driving
- Improve access to opportunity and maximise accessibility for all
- Support our local businesses by addressing the transport barriers which restrict growth.



The different options have been renamed for this consultation.

Please note that, during the technical work following the 2015 consultation, Route A was known as Option 1, Route B (a new option suggested by local stakeholders) as Option 6, and Route C was known as Option 3 or 3a.

SCHEME BENEFITS



What is 'sustainable travel'?

In general terms, it's more environmentally-friendly for people to travel by public transport, by bike or on foot, than it is for them to travel by private motorised vehicle. For example, a bus carrying 70 passengers will take up less space, use less fuel and emit less pollutants, than 70 people each travelling in their own car. Sustainable travel options will help higher volumes of people to move around whilst making best use of limited space. It will help protect our environment and public health, in the long-term, from the effects of congestion.



FAST.



- Segregated from general traffic
- Bus priority given through urban areas
- Service provision at bus stops such as off-board ticketing and step-free boarding

RELIABLE.



- Operated well to a high standard - benchmarked against the highest levels of service
- Traffic free on segregated route
- Manages potential delays through technology and segregation to ensure punctuality

WHY DO WE NEED TO PROVIDE BETTER BUS JOURNEYS?

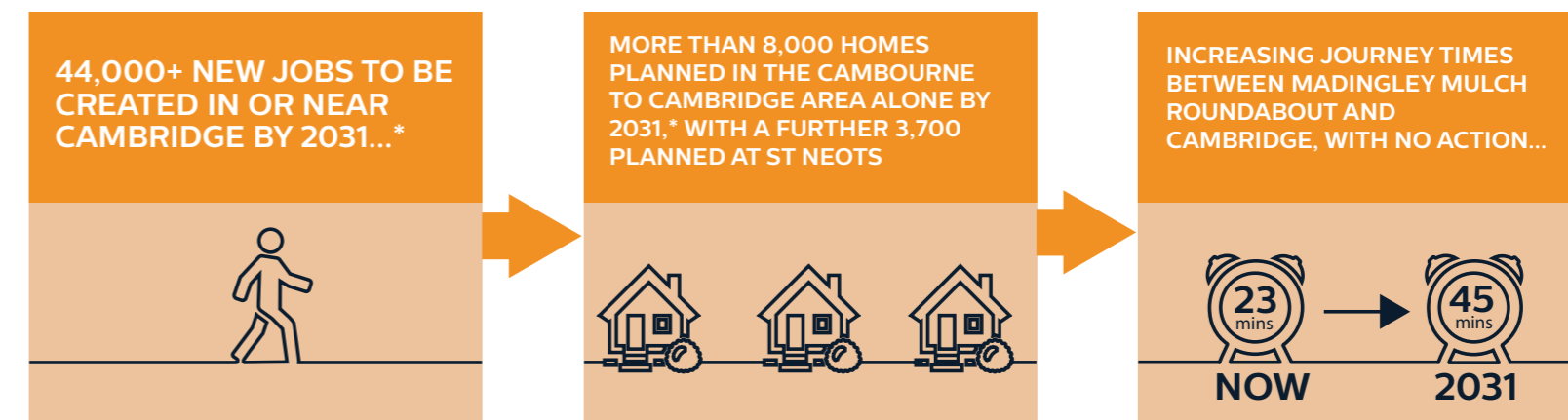
The scheme is proposed to help provide additional capacity for the growing number of journeys to, from and around Cambridge from the west. Key points to consider:

- The Local Plans for Cambridge and South Cambridgeshire recommend the development of new housing, including affordable housing, in satellite villages and towns several miles away from the city, such as at Cambourne and Northstowe. To make these communities successful - and to ensure people living here are not disadvantaged by location - good transport links to Cambridge are vital.
- Parts of the road network are already at capacity at peak-times, impacting on people's day-to-day lives, the ability of businesses to operate effectively and contributing to pollution. The A1303 experiences heavy congestion and delays during morning and evening rush-hour. There is significant congestion at the 'Madingley Mulch roundabout' and at Junction 13 of the M11 at Madingley Road, making it harder for people to travel through this area.
- If we do not act now and manage growth sustainably, journey times in traffic between Madingley Mulch roundabout and the city centre will almost double by 2031.
- By investing in sustainable travel, we can help reduce congestion and its damaging effects on the environment, health and the economy now and in the future.
- New sustainable transport links will provide existing, new and growing communities to the west of Cambridge, in South Cambridgeshire and beyond, with improved access to jobs, services and other opportunities in and around the city.

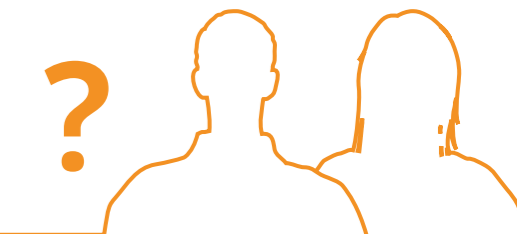


By investing in sustainable travel, we can help reduce congestion and its damaging effects on the environment, health and the economy now and in the future.

The impact of growth without transport improvements



*Source: The South Cambridgeshire Local Plan and the Cambridge Local Plan



Why do we need an extra Park & Ride?

We know the existing site at Madingley is not big enough to cope with the growing demand and, in addition, may need to close when the lease runs out in 2035. Creating a new and bigger Park & Ride site will help achieve the aim of encouraging more people to complete the first/last miles of their journey by public transport, cycle or on foot.

Will this be similar to the guided busway?

The type of bus priority depends on the option that is taken forward. An on-road option would involve a bus lane with cycling and walking facilities, where possible. If an off-road option is agreed, then it could take the form of a bus-only road or it could look similar to the existing Guided Busway, which would be accompanied by a wide path available to walkers, cyclists, equestrians and other non-motorised users. For the purpose of costing, a guided busway is assumed for the off-road option at this stage but with the potential to explore lower cost alternatives, including new and emerging technology.

THE STORY SO FAR...

On our journey to this point we have considered a range of options to address congestion and encourage sustainable economic growth between Cambourne and Cambridge.

While upgrading the road network may help ease congestion in the short-term, it will not provide enough capacity in the long-term to cope with the huge growth in journeys predicted in this area.

Investment in the future transport network therefore focuses on trips that will still be made by lots of people but in a way that ensures timely journeys for all – through greater use of high quality public transport, cycling and walking.

In accordance with Cambridgeshire’s Transport Strategies improvements to bus services, cycling and walking links between key locations have been identified as the best way to meet these challenges now and in the coming years. Work is also underway to understand the long-term future transport solutions for the area.

Phases 1 and 2

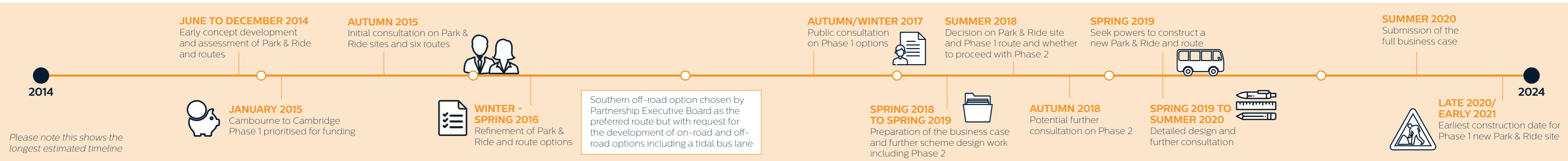
The Cambourne to Cambridge project covers a wide area and is split into two phases. **Phase 1** looks at a proposed new, fast bus route from a new Park & Ride site to the east of Cambourne. The phase 1 bus route is from the Madingley Mulch roundabout to Cambridge, as this has been identified as a key area of congestion. Phase 1 has an allocated budget of up to £59m.

Phase 2 would link this bus route further west, all the way to Cambourne, through the possible development at Bourn Airfield. Phase 1 and 2 together would provide a complete end-to-end better bus journey scheme between Cambourne and Cambridge.

Phase 2 of the scheme is considered less urgent at this time and requires further study and assessment. Any Phase 2 scheme would therefore be subject to separate, further consultation at a later date. In the meantime, by speeding up part of the journey, Phase 1 improvements alone would still considerably improve existing bus services between Cambourne and Cambridge.

Your feedback will help us to develop our proposals and understand what people feel is important to them. There will be further engagement as the scheme progresses.

The timeline identifies how we have reached this point and the next steps.



Why are you continuing with this scheme when you are also commissioning a study to compare other mass rapid transit options?

Our ambition is to develop a world class transport system for Cambridge and South Cambridgeshire, as soon as possible. This will take many years and our transport challenges are pressing and need addressing now.

The rate at which our area is growing requires an immediate step-change towards sustainable travel: our economy cannot afford to wait for a long-term solution.

The GCP has, jointly with the Combined Authority for Cambridgeshire and Peterborough, commissioned an appraisal of the future mass transit

solutions for the Cambridge area to understand what is viable and could be deliverable in the future. Initial findings are expected to be published in the coming weeks, which will inform this scheme as it develops.

PARK AND RIDE PROPOSALS

We are seeking your views and feedback on the location of two Park & Ride sites.

The GCP believe these two potential sites offer the best balance between transport and environmental considerations along the A428/A1303. These sites are:

1 Scotland Farm, located at the junction of the A428 and Scotland Road, Dry Drayton



Photo montage of how a site at Scotland Farm would look from direction of footbridge.

2 The Waterworks, located at the junction of St Neots Road and A1303 Madingley Road, near the roundabout



Photo montage of how a site would look from direction of Coton.

Both sites would offer 2,000 car park spaces and construction costs are anticipated to be similar. Both sites are compatible with any of the proposed routes. Suggested access to the sites can be seen on pages 12 and 13.

SCOTLAND FARM PARK AND RIDE OPTION

- Less potential visual impact on the wider countryside when compared to the Waterworks site
- Connects to all routes
- Currently no existing visible structures on the proposed site
- Adjacent to a small number of existing houses north of the site on Scotland Road
- Higher bus operating costs than Waterworks as it is further away from the city e.g. higher fuel costs
- Less attractive for Park & Cycle as 1.7 miles further from Cambridge
- Located within the greenbelt
- Construction works to provide access to the site will affect rural road (Scotland Road)
- Predicted usage lower than Waterworks at 67.5% by 2031 (1350 vehicles)

THE WATERWORKS PARK AND RIDE OPTION

- More potential visual impact on the wider countryside when compared to Scotland Farm
- Connects to all routes
- Existing visible structures on the proposed site e.g. radio mast
- No immediately adjacent housing although near to a small number of existing houses
- Lower bus operating costs than Scotland Farm as it is closer to the city e.g. lower fuel costs
- More attractive for Park & Cycle as 1.7 miles closer to Cambridge
- Located within the green belt
- Construction works to provide access to the site will affect Madingley Mulch roundabout and the main road (A1303)
- Predicted higher usage than Scotland Farm at 100% by 2031 (2000 vehicles)

Further information about Park & Ride sites is available online at www.gretercambridge.org.uk/C2C and at events.

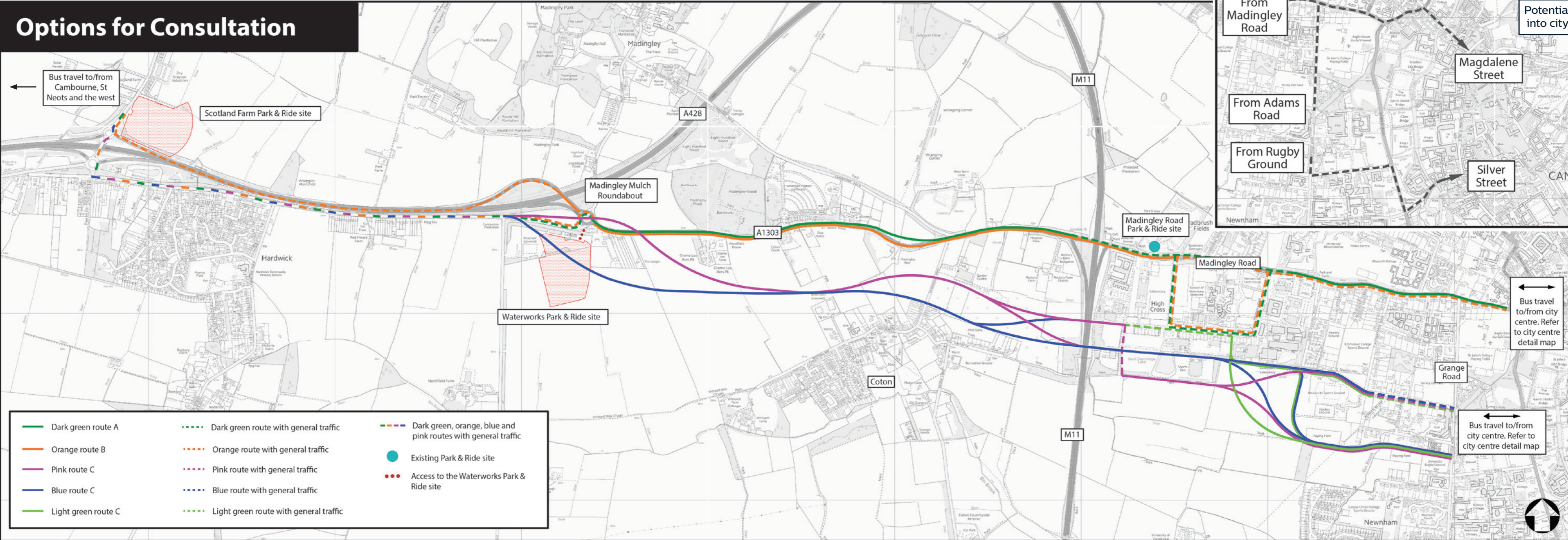


Would the P&R site charge for parking?

Park & Ride sites are operated by Cambridgeshire County Council. The Council has recently proposed removing the £1 parking charge from 2018 onwards, a move supported and partly funded by the GCP Executive Board.



OVERVIEW OF OPTIONS FOR CONSULTATION



Higher resolution versions of this map are available at: www.greatercambridge.org.uk/C2C and at consultation events. Alternatively please request a larger map by post by contacting the GCP team.

ROUTE A

Route A

Route A - Previously known as Option 1

An on-road option which includes the introduction of a bus lane on Madingley Road between Madingley Mulch Roundabout and Lady Margaret Road;

- An inbound nearside bus lane from Madingley Mulch Roundabout to the M11 and from JJ Thomas Avenue to Lady Margaret Road
- Bus priority provided at key signalised junctions
- Improved inbound bus journey times during the busy periods in morning and evenings
- Current westbound shared-use cycling and walking path upgraded to 4 metres in width between Madingley Mulch roundabout and the M11 bridge
- Current eastbound shared-use cycling and walking path upgraded to 3 metres in width between Lansdowne Road and Lady Margaret Road
- No M11 bridge widening required

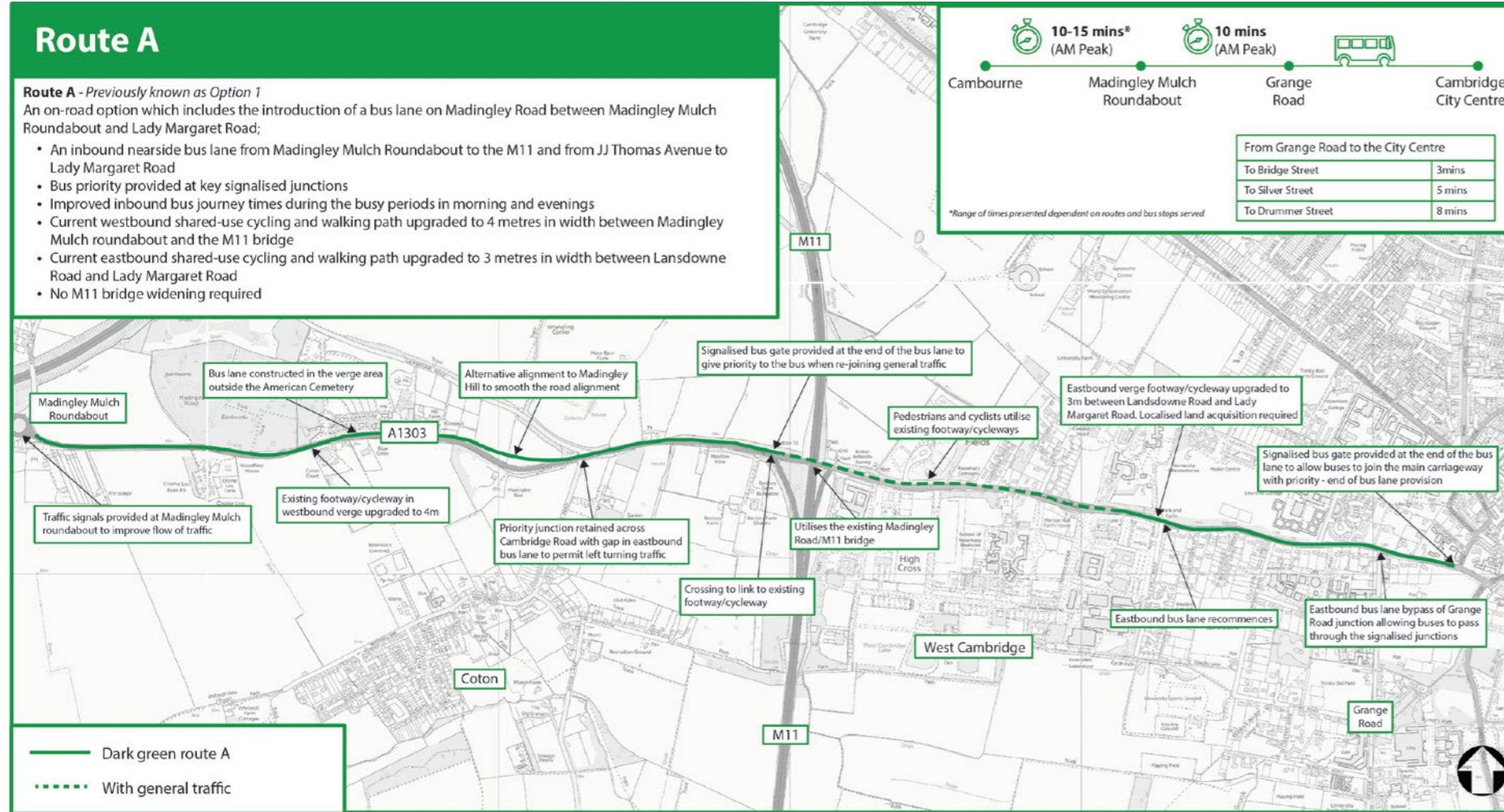


Photo montage and cross section illustrating how Route A could look.



ROUTE B

Route B

Route B - Previously known as Option 6

An on-road tidal bus lane on Madingley Road running between Madingley Mulch Roundabout and the new entrance to Eddington (High Cross);

- A central tidal bus lane, which changes direction depending on the inbound or outbound peak, along Madingley Road to High Cross
- The direction of operation indicated by overhead gantries positioned so that one is always in view of road users
- Improved journey times on services into Cambridge in the morning and out of Cambridge in the evenings
- Accompanying 4 metre wide shared use path between Madingley Mulch and High Cross junction
- Widening required to the existing M11 bridge

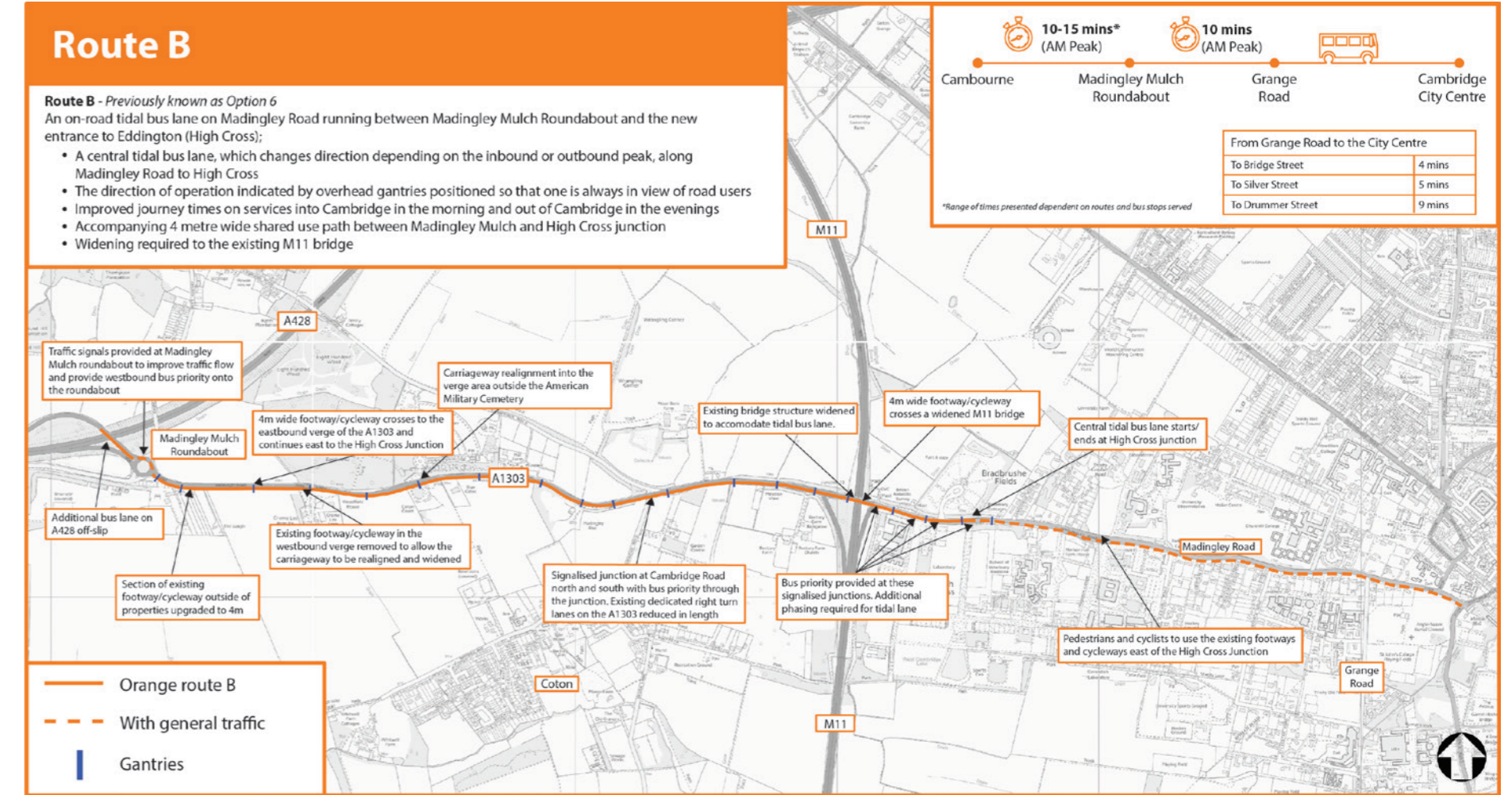


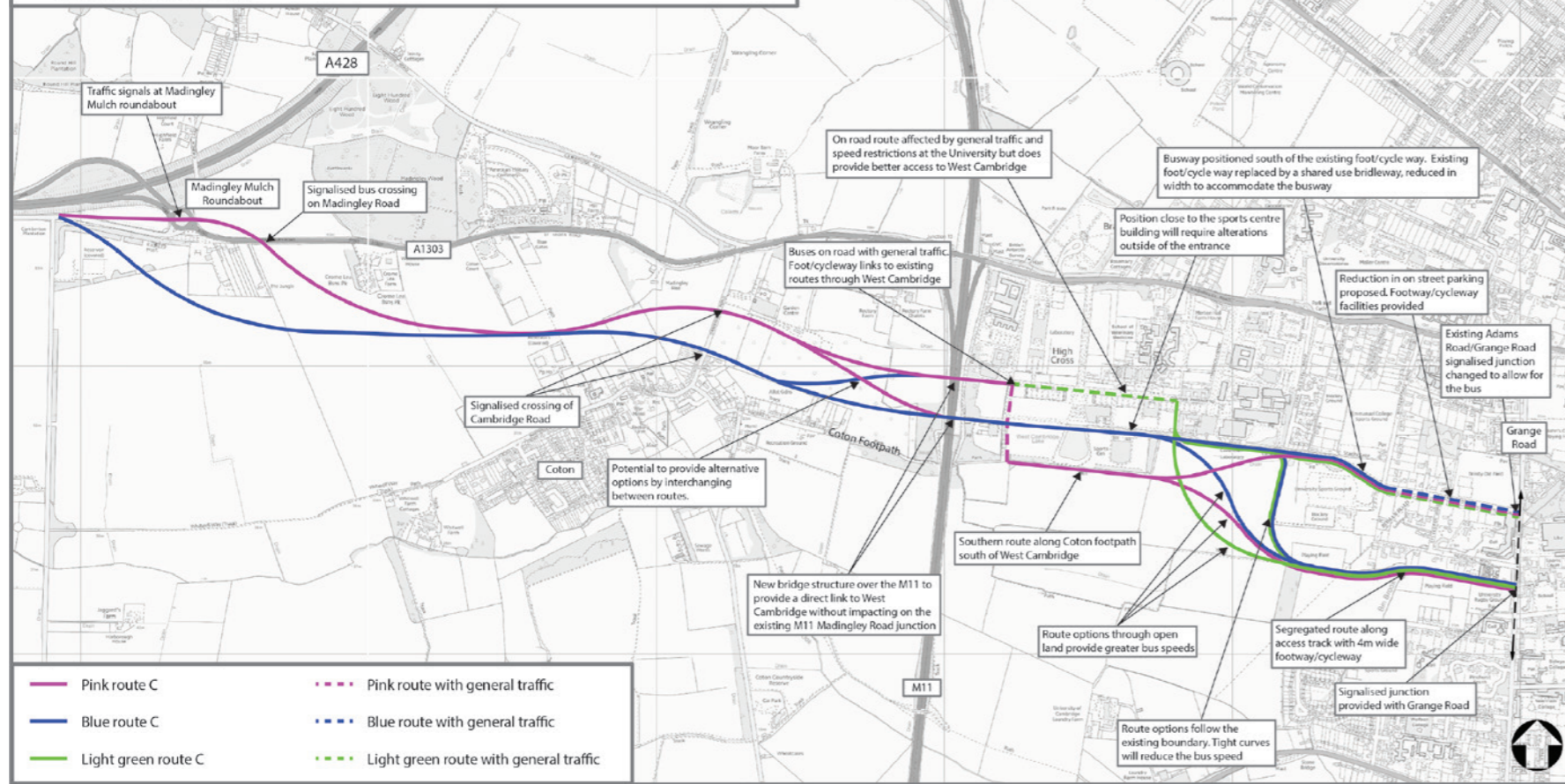
Photo montage and cross section illustrating how Route B could look.



Route C

Route C - Previously known as Option 3/3a
 An off-road busway running between Madingley Mulch roundabout and Grange Road, Cambridge;

- A two-way dedicated off-road busway
- Improves bus journey times and reliability throughout the day
- Accompanied by a 4 metre brideway for the majority of the route
- Accompanied by a 4 metre shared use walking and cycling path for the entirety of the route
- A segregated off-road route could be utilised for innovative or new forms of transport in the future
- New bridge required over M11



For the purposes of costings, a guided busway is assumed, consequently this is shown in the visualisations and cross sections. However, if this option were taken forward, a range of options would be considered.

Cross section illustrating how Route C could look.



ROUTE C AND VARIATIONS

Access to Cambridge via Grange Road

As part of the scheme assessment to date, four potential routes were identified to link Route C (previously known as Option 3/3a) with Grange Road, and on to the city centre. Of these four options, two routes have since been ruled out. Two feasible options remain: Adams Road and the Rugby Club Access Road (also known locally as the Old Rifle Range Track).

Adams Road



Before



After

Rugby Club Access Road



Before



After

Adams Road	Rugby Club Access Road
Loss of on-road car parking	No loss of on-road car parking
Less bus journey time reliability as on public highway mixing with traffic	Greatest bus journey time reliability as route separate to public highway
Some potential cycle and pedestrian improvements, depending on level of bus priority along the existing road	Off-road foot and cycleway, through agricultural land/Old Rifle Range track
No land take needed	Some land take needed
One-way system may be needed	No one-way system needed

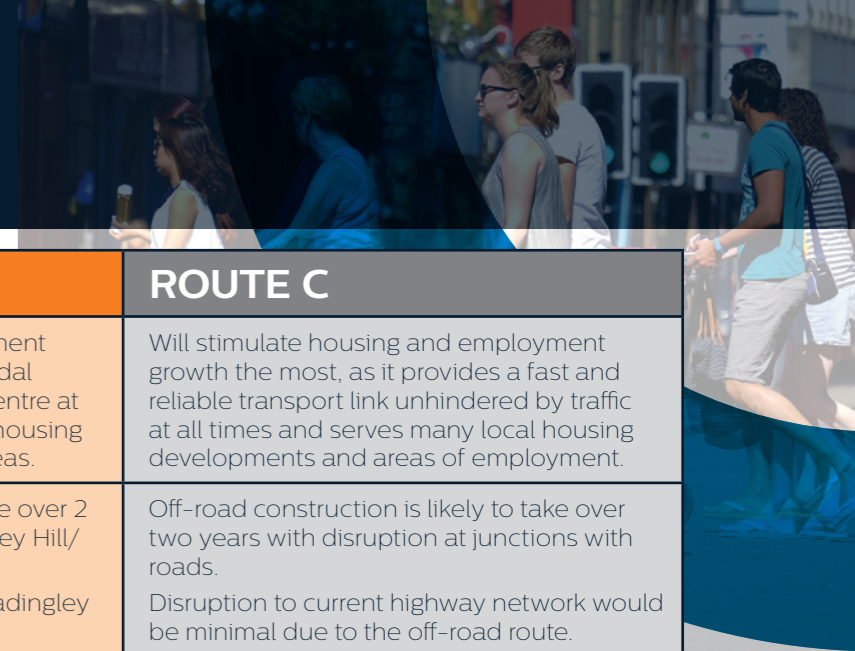
ROUTE OPTIONS COMPARISON

	ROUTE A	ROUTE B	ROUTE C
JOURNEY TIMES	Cambourne to Madingley Mulch: 10-15 mins Madingley Mulch to Grange Rd: 10 mins Stopping: 2 mins Grange Rd to city centre stops: 3-8 mins Total: 25-35 mins	Cambourne to Madingley Mulch: 10-15 mins Madingley Mulch to Grange Rd: 10 mins Stopping: 2 mins Grange Rd to city centre stops: 4-9 mins Total: 26-36 mins	Cambourne to Madingley Mulch: 10-15 mins Madingley Mulch to Grange Rd: 5-8 mins Stopping: 30 secs Grange Rd to city centre stops: 6-10 mins Total: 21.5-33.5 mins
RELIABILITY AND RESILIENCE	Routes A and B are less reliable than Route C in the peak periods. These routes have a lower level of reliability because the route interacts with general traffic on the A1303. This route is affected by the signals at Junction 13 of the M11 and could be affected by congestion and accidents.		Route C offers the highest levels of reliability at all times, both during peak and off-peak periods, as it is mostly segregated from general traffic and is less likely to be affected by delays caused by road accidents and congestion. Route C has a higher reliability as a bus-only route means buses will be most likely to arrive consistently to timetable.
CURRENT ESTIMATED COST OF PHASE 1*	£12.4m	£17.7m	£41.5-58.2m**
IMPACT OF BUS ROUTES ON GENERAL TRAFFIC	Infrastructure is a bus lane and standard bus transport that interacts with traffic and can be affected by congestion.	Infrastructure is a central tidal lane on Madingley Road, which would provide for faster movement of buses into and out of Cambridge during peak periods. At other times, buses would travel in general traffic.	Provides a traffic-free route with minimal interaction with existing traffic.
PROJECTED MODE SHIFT	18% of people currently using private transport projected to shift to bus and Park & Ride. Less than Routes B and C	19% of people currently using private transport projected to shift to bus and Park & Ride. More than Route A, less than Route C	22% of people currently using private transport projected to shift to bus and Park & Ride. More than Routes A and B
LAND USE AND PROPERTIES	Land take on Madingley Road, including trees and verges.	Land take on Madingley Road, including trees and verges. Land take slightly wider than Route A.	Land take of existing green belt land including parts of Madingley Hill, Coton Orchard and the West Fields by the West Cambridge site.
CYCLING AND WALKING PROVISION	A 4 metre shared use path (between cyclists and pedestrians) between Madingley Mulch and M11. Existing provision between M11 and JJ Thompson Avenue (2-3m). 3m shared use between JJ Thompson Avenue and Lady Margaret Road.	A 4 metre shared use path (between cyclists and pedestrians) between Madingley Mulch and M11. Existing provision (2-3m) to Lady Margaret Road.	A 4m shared use path (between cyclists and pedestrians) off-road path for the whole route between Madingley Mulch and Grange Road, assuming it is a track and kerb busway.

	ROUTE A	ROUTE B	ROUTE C
ECONOMIC IMPACT	Will stimulate housing and employment growth the least, as it may be seen as standard bus transport which interacts with traffic and could be slow and unreliable at busy times.	Will stimulate housing and employment growth, as it provides a dedicated tidal lane in and out of Cambridge city centre at busy times, and serves many local housing developments and employment areas.	Will stimulate housing and employment growth the most, as it provides a fast and reliable transport link unhindered by traffic at all times and serves many local housing developments and areas of employment.
CONSTRUCTABILITY	On-road construction is likely to take over 2 years with disruption along Madingley Hill/Madingley Road for the duration. Diversion options for traffic using Madingley Road are limited. No bridge widening would be needed.	On-road construction is likely to take over 2 years with disruption along Madingley Hill/Madingley Road for the duration. Diversion options for traffic using Madingley Road are limited. Bridge widening would be needed with significant impact on M11 traffic.	Off-road construction is likely to take over two years with disruption at junctions with roads. Disruption to current highway network would be minimal due to the off-road route. A new bridge would be needed with significant impact on M11 traffic. Less impact than widening existing bridge.
NOISE AND AIR QUALITY	Low impacts on noise and air quality on the existing route. Standard of buses to be high quality to achieve a high standard of air quality and lower noise emissions.		Low noise and air quality impacts on the new route. Standard of buses can be of the highest quality to achieve the best standard of air quality and lowest noise emissions due to ability to specify bus standards on forms of off-road infrastructure.
VISUAL IMPACT	Some visual impact along the route with little opportunity to mitigate impact. Visual impact significant at points including Madingley Wood and the Cambridge American Cemetery & Memorial Grade I Registered Park and Garden.	Some visual impact caused by the gantries proposed on Madingley Road and Madingley Wood and the Cambridge American Cemetery & Memorial Grade I Registered Park and Garden. Opportunities to mitigate impact on the potential landscape and visual effects are limited.	Most visual impact as construction of the scheme would be on land currently used as farmland. Also most opportunity to avoid, reduce and mitigate visual impact as the area is less physically constrained compared to other options.
ECOLOGY	Construction of both options would have minimal impact on biodiversity as routes are on or by roads.		Off-road option would have more impact on biodiversity. Opportunity for a 'green lane' design treatment along the route for habitat creation. Other enhancements include the planting of native hedges and trees.

*Costs exclude land costs. All schemes can be funded through ring-fenced funding for transport.

**Depending on the route chosen.



A CONNECTED TRANSPORT NETWORK



Our proposal forms part of the Greater Cambridge Partnership's wider strategy to create better and greener transport networks. The following schemes, which do not form part of this consultation, are closely linked to the Cambourne to Cambridge better bus scheme.

City Access



The City Access project aims to improve travel within Cambridge by tackling congestion and significantly improving public transport, cycling and walking trips, as well as air quality. It looks to achieve a reduction in peak-time traffic levels in Cambridge by 10-15% by 2031 and, in doing so, improve the flow of bus services around the centre.

See more information on the City Access project at: www.greatercambridge.org.uk/city-access

Western Orbital



The Western Orbital scheme aims to provide a fast and reliable bus link near to or on the M11 joining up linking major housing sites with key employment areas whilst avoiding the city centre. These employment sites include the West Cambridge site, Cambridge Biomedical Campus, Cambridge Science Park, CB1 and areas to the north west of Cambridge. Additional Park & Ride capacity is being considered at Junction 11.

The two schemes, taken together, would provide a better range of bus journeys. For example, depending on the option taken forward, a trip between Cambourne and Addenbrooke's Hospital could take around half an hour on a largely traffic-free route. Find out more about the Western Orbital at: www.greatercambridge.org.uk/western-orbital

Girton Interchange



Girton Interchange is part of the national strategic road network and is managed by Highways England which is considering the 'bigger picture' in terms of a future Oxford to Cambridge Expressway. The GCP Executive Board recognises there are 'missing links' at the Girton Interchange and supports the best possible scheme to improve the effectiveness of the interchange. They and we are clear that any improvement at Girton will need to be sufficient to cater for long term growth.

The GCP believes that, with the levels of growth projected in and around Cambridge, future potential upgrades to the Girton Interchange must still be accompanied by realistic high quality public transport alternatives. Otherwise local congestion around Cambridge could increase as people find it easier to get to the west of Cambridge by car.

Cambridge Greenways



The Cambridge Greenways project aims to establish a high-quality network of 12 separate ways into Cambridge from surrounding towns and villages, up to ten miles away. If established, these routes would primarily be commuter cycle paths, however potential new routes could also be used by pedestrians and horse riders too.

The Cambourne to Cambridge scheme could link to a proposed 'Comberton Greenway'. Engagement on the Comberton Greenway is due to start in the new year to better understand residents' travel needs and opinions on the best routes, prior to a full consultation. Information on the Greenways can be viewed at:








www.greatercambridge.org.uk/greenways



WE WELCOME YOUR VIEWS

Have your say between Monday 13 November 2017 and Monday 22 January 2018

There are a number of ways to respond to the Cambourne to Cambridge consultation:

-  **Complete the paper questionnaire and return by Freepost or at a public event.**
-  **Fill out the online version of the questionnaire at www.greatercambridge.org.uk/C2C**
-  **Contactus@greatercambridge.org.uk**
-  **01223 699906**
-  **Greater Cambridge Partnership, SH1317, Shire Hall, Cambridge CB3 0AP**
-  **@GreaterCambs**
-  **Facebook.com/GreaterCam**

More information including detailed background documents can be found online at: www.greatercambridge.org.uk/cambourne-to-cambridge

Check out our website for event details: www.greatercambridge.org.uk

Join us to find out more at a public exhibition:

DATE	LOCATION	TIME
Monday 20 November	Madingley Road Park & Ride	7:00am – 8:30am
Monday 20 November	Madingley Village Hall	5:00pm – 7:00pm
Tuesday 21 November	Cambourne Village College	12:00pm – 2:00pm
Tuesday 21 November	The Vine Inter-Church Primary, Cambourne	2:30pm – 4:00pm
Wednesday 22 November	Papworth Hospital	12:00pm – 2:00pm
Thursday 23 November	St Neots Market Square	9:00am – 11:00am
Thursday 23 November	Tesco, St Neots	12:00pm – 2:00pm
Thursday 23 November	Hardwick Primary School	2:45pm – 4:30pm
Saturday 25 November	Cambridge Market Square	10:00am – 2:00pm
Monday 27 November	Trumpington Park & Ride	7:30am – 8:30am
Monday 27 November	Tesco, Bar Hill	12:00pm – 2:00pm
Monday 27 November	Hauser Forum, Cambridge	4:00pm – 8:30pm
Tuesday 28 November	Cambridge Biomedical Campus	11:30am – 1:30pm
Wednesday 29 November	Coton Primary School	6:00pm – 8:00pm
Wednesday 29 November	Comberton Village College	2:30pm – 3:30pm
Thursday 30 November	St John's College School, Cambridge	3:00pm – 4:00pm
Sunday 3 December	Cambridge RUFC	10:00am – 12:00pm
Monday 11 December	Cambridge Belfry Hotel, Cambourne	4:00pm – 8:30pm

HAVE YOUR SAY

Please complete the questionnaire below or online at www.greatercambridge.org.uk/C2C. Let us know your views by **23:59 on Monday 22 January 2018**.

If you would like to be kept updated with the progress of this scheme, please provide your contact details. Your details will only be used to improve council services and will be stored in accordance with the Data Protection Act.

In 2015 we consulted with you on six high level options for bus infrastructure improvements between Cambourne and Cambridge. At that time, over 70% of those who responded agreed, in principle, to creating better bus journeys between Cambourne and Cambridge; since then, we have been pursuing more detailed options for what this could look like.

46% of respondents also approved of a new Park & Ride site near the Madingley Mulch roundabout. Alternative locations have been explored and we have now narrowed down the options to two potential sites.

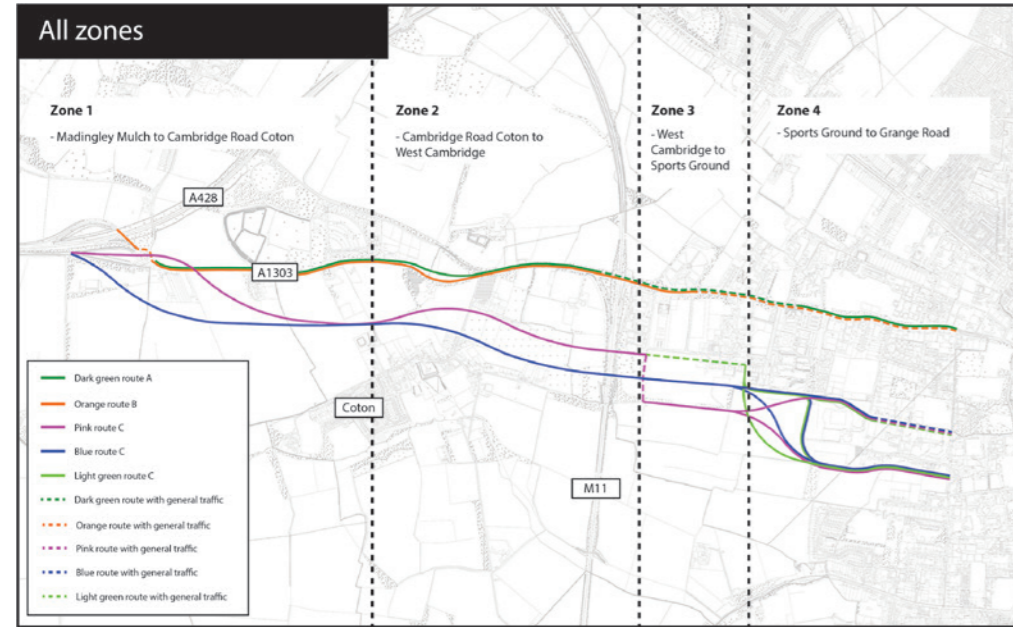
Park & Ride

- 1) Which new Park & Ride site would you prefer?
Please tick one box.
 Scotland Farm site Waterworks site No preference
 I oppose a new Park & Ride site
- 2) In principle, how likely or unlikely are you to use the proposed new Park & Ride site at Scotland Farm?
 Very Likely Likely Unlikely Not at all likely Don't know
- 3) In principle, how likely or unlikely are you to use the proposed new Park & Ride site at the Waterworks?
 Very Likely Likely Unlikely Not at all likely Don't know
- 4) Referring to your response to Questions 1 to 3, what is your reason for this response?

Route

- 5) Referring to the route plan on pages 12 & 13, please indicate which overall route would be your preferred choice.
Please tick one box.
 On-road Route A On road Route B
 Off-road Route C (any variation)
 Don't know None of the above
- If you would like to provide more detailed comment on your chosen route, please go to question 6, otherwise please skip to question 7.**
- 6) We have divided the route into zones. Referring to information on pages 12 to 17 in the brochure and using the map overleaf, please let us know which route you prefer. Please note either Park & Ride site can use any route. Similarly, all options for Route C could use either Adams Road or the Rugby Club Access Track.

QUESTIONNAIRE



My comments are on:
Please tick as many as apply.

- Zone 1 Zone 2 Zone 3 Zone 4

Referring to your response to Question 5, why have you chosen this route?

- 7) How important or unimportant are improvements for pedestrians, cyclists and equestrians as part of this project?
- Very Important Important Neutral Unimportant
 Very Unimportant

- 8) Are there any other comments you would like to make about walking, cycling and equestrian provision?

Your thoughts

- 9) Are there any other measures, beyond the proposals included in this brochure, which could lead to better bus journeys between Cambourne and Cambridge?

- 10) We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010. Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.

- 11) We welcome your views. If you have any further comments on the project or particular options, please add these in the space available below. *Please continue on separate sheet if needed.*

You & your journeys

The following information will help us better evaluate the consultation response.

- 12) Please indicate your interest in this project.

Tick all that apply.

- Resident in Cambridge
 Resident in South Cambridgeshire
 Resident elsewhere
 Local Business owner/employer
 I regularly travel in the A428/A1303 area
 I occasionally travel in the A428/A1303 area
 Other _____

- 13) If you do, how do you usually travel along the A428/A1303?

- Car driver Car passenger
 Van or lorry driver Powered Two Wheeler Bus user Bicycle
 On foot Not applicable

- 14) If you travel along the A428/A1303, please indicate your usual workplace or other destination.

Postcode of destination, if known:

Please tick one only

- Cambourne Cambridge Business/ Science Parks Cambridge Biomedical Campus (including Addenbrooke's Hospital) Cambridge city centre
 North West Cambridge site
 St Neots West Cambridge site
 Other _____

- 15) Please indicate your age range

Please tick one box.

- Under 15 15-24 25-34
 35-44 45-54 55-64 65-74
 75 and above Prefer not to say

- 16) Are you:

- In education Employed
 Self-employed Unemployed
 A home-based worker
 A stay at home parent, carer or similar
 Retired Prefer not to say Other

- 17) Do you have a disability which influences the way you travel?

- Yes No Prefer not to say

- 18) How did you hear about this consultation?

- Booklet Postcard
 Advert on bus/at P&R
 Newspaper advert Radio
 Newspaper Email
 Social media Library
 Cambridge Matters
 South Cambridge Magazine
 Word of mouth
 Other

Keep in touch

If you would like to be updated by the Greater Cambridge Partnership on the Cambourne to Cambridge scheme, please add your details below. Your data will be held in accordance with the Data Protection Act and you can opt out at any time.

- 19) Name

- 20) Email Address

- 21) Postcode

- 22) Date of Birth
(Optional: this is used to ensure separate entries on our database.)

Please tape closed

You can also complete the questionnaire online via:
www.greatercambridge.org.uk/C2C

Fold B

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Cambridgeshire County Council
Greater Cambridgeshire Partnership
SH1317
Shire Hall
Cambridge
CB3 0AP

Fold A

NEXT STEPS

The consultation will close at 23.59 on Monday 22 January. All responses will be collated by Cambridgeshire County Council's Research Team. Once this work is completed responses* will be published at:

www.greatercambridge.org.uk.

*Responses from private individuals will be anonymised.

These responses will also inform further technical work on the options.

In summer 2018, taking all of the supporting information into account, the Executive Board will consider how to proceed with the project and choose a preferred Park & Ride site and bus route to develop in more detail.

If you would like a copy of this leaflet in large print, Braille, audio tape or in another language please call 01223 699906.





www.greatercambridge.org.uk/C2C